

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.
SOCIETY'S RE-UNIONS.Continued—Triumphant Success of the "Mou"
travelled Entertainment in existence,
**HUDSON'S SURPRISE
PARTY.**TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
ANOTHER GREAT AND GLORIOUS
PROGRAMME,
EVERYTHING NEW,
IntroducingA symposium of sweet song and sustained
screams,
And such nice creatures in the show,
And the show is not "Hofel."
It's the best of its kind in Hongkong.
That's a big say, is it not?
It is true, though, and we are cornucopians for
truth.
Instantaneous "catch-on" of our impersonations
of peculiar people.
Complete capture of the convocation by our
amusing performers.
The clever company consistently causing
catharsis.
And the heart of the manager pulsates with a
great joy.Box Plan at Messrs. W. ROBINSON & Co.'s
Music Warehouse.
Smiling at 9 P.M.
THOS. P. HUDSON.
Hongkong, 3rd April, 1897. [571]

BULLDOG.

FINE LARGE WHITE DOG, 2 Years,
Good Pedigree; on view.
Apply to
KENNEDY'S STABLES.
Hongkong, 3rd April, 1897. [572]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MIRZAPUR."
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their disposal in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be so marked by mark and
delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. *Rome* and
Australia.
From Persian Gulf, ex S.S. *Pamba* and
Pachumbia.Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. on the 4th inst.Goods not cleared by the 9th instant, at 4
P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.**THE Company's Steamship**
"CHUNSAUNG."
Captain Buller, will be despatched as above on
TUESDAY, the 6th instant, at 4 P.M., instead of
as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd April, 1897. [577]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR KOBE (DIRECT).**THE Company's Steamship**
"ONSAUNG."
will be despatched as above on WEDNESDAY,
the 7th instant, at 4 P.M., instead of as previously
advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd April, 1897. [576]NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)**THE Company's Steamship**
"OHENZOLLERN."
Captain H. Hecker, will leave for the above Ports on
or about THURSDAY, the 8th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 3rd April, 1897. [543]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.**THE Company's Steamship**
"BAYERN."
Captain R. Hecker, due here with the outward
German Mail about the 7th instant, will leave
for the above place about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 3rd April, 1897. [544]

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
FOR LONDON AND LIVERPOOL,
VIA STRAITS AND USUAL PORTS OF
CALL.(Taking Cargo at through rates for GLASGOW,
CONTINENTAL PORTS, RIVER
PLATE, &c.)**THE Company's Steamship**
"COOLONG."
R. Conradi, Commander, will be despatched as
above on the 12th instant, instead of as previously
advertised.For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd April, 1897. [509]To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOOCOW.THE Company's Steamship
"HAITAN."
Captain J. S. Roush, will be despatched for the
above Ports on TUESDAY, the 6th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 3rd April, 1897. [576]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR KOBE AND YOKOHAMA.
THE Company's Steamship
"MIKE MARU."
Captain P. H. Goling, will be despatched for the
above Ports on SATURDAY, the 10th instant,
at Noon.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd April, 1897. [573]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR SINGAPORE, COLOMBO AND
BOMBAY.
(Calling at TUTTORIN on the homeward
voyage.)**THE Company's Steamship**
"IDZUMI-MARU."
Captain J. H. Currow, will be despatched for the
above Ports on THURSDAY, the 13th instant, at 4
P.M.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd April, 1897. [574]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR THURSDAY ISLAND, TOWNSVILLE,
BRISBANE, SYDNEY AND
MELBOURNE.**THE Company's Steamship**
"YAMASHIRO MARU."
Captain J. Jones, will be despatched for the
above Ports on FRIDAY, the 3rd instant, at 4
P.M.This Steamship is fitted with Superior Passenger
Accommodation, and is lighted by Electricity
throughout.A duly qualified Doctor and a European
Stewardess are carried.For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd April, 1897. [575]DAKIN, CRICKSHANK &
COMPANY.

VICTORIA DISPENSARY.

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.**GINGER ALE.**
SARSAPARILLA.
RASPBERRYADE, &c.DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, RESTAURANTS
and other Large Consumers.Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [5792]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph" and not to the Editor.Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.While the columns of the Hongkong Telegraph will always
be open for the free discussion of all questions affecting
public interests, it must be distinctly understood that the
Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisements are accepted for insertion on terms intended to
secure the best results for the advertiser. The rate of 1/6 per
line per day is not a fixed rate. The rate of 1/6 per line per
day is not a fixed rate. The rate of 1/6 per line per day is not a
fixed rate. The rate of 1/6 per line per day is not a fixed rate.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the vines of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E.T." is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.**A. S. WATSON & CO., LD.**
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896.

MARRIAGE.

On the 2nd March, at St. Peter's Church,
Belvoir-park, HENRY WALKER, of Sandakan,
British North Borneo, son of the late Joseph
Walker, Esq., of Kinal, Manchester, and of
Mrs. Walker, The Croft, Sutton, to FLORENCE
ADA, second daughter of James King, Esq., of
6, Belvoir-park-gardens, and formerly of Clarendon-
ville, Sea Point, Cape of Good Hope.**The Hongkong Telegraph**
HONGKONG, SATURDAY, APRIL 3, 1897.**REUTERS MESSAGE.**
THE EASTERN CRISIS.
LONDON, April 3.The Powers have decided that it is imperative
to terminate the aggression of Greece, and have
all agreed to blockade the Greek coast at an
early date.France is sending 600 Marines to Crete. The
Admirals have asked for a battery of Artillery
from each Power. The remainder of the Seaforth
Highlanders and only four companies of the
Welsh Fusiliers are going to Crete.The Fleet has sailed and repulsed the
insurgents at Suda.**LOCAL AND GENERAL.**
H.M.S. *Grafton* left for Shanghai yesterday.The English mail was delivered at 4 45 p.m.
to-day.The *Mitsushima* leaves for Shanghai at 5 p.m.
to-morrow.The Royal Hongkong Yacht Club's seventh race
takes place to-morrow over course No. 30.LIEUTENANT W. "Bazell, R.N.R., has been
appointed to the *Undisputed*, to date April 17th.MR. BLAMET, Manager of the Pongmoo Co.'s
mules, arrived here by the English mail this
afternoon.THE U.S. Sloop *Olympia* (Rear-Admiral
McNair) left Hongkong at 10 a.m. to-day for
Yokohama.OW and ultimate H.R.H. the Prince of Wales was
unanimously re-elected, for the twelfth year in
succession, Grand Master of English Mark
Masons.CAPTAIN Charles V. Home, R.A., Military
Governor to the Crown Prince of Siam, has been
selected for promotion to a majority in his
regiment.LATEST news from Peking is to the effect that
the political horizon remains unchanged. Li
still under a cloud and Sheng seems to be in
high favour.THE Astor House Hotel Co. (Limited) is going
ahead in a business-like way. They have not
the third storey up and the building is already
rooted-in.THE Senate of Aberdeen University has
resolved to confer the honorary degree of LL.D.
on Mr. Herbert A. Giles, Aberdeen. The
graduation was to take place yesterday.AN extraordinary general meeting of shareholders
of the Societe Francaise des Houilleres de
Toumaie (a liquidation) is to be held on the 10th
instant at Hongkong, at which, it is said, a resolu-
tion will be submitted having for its object the
reorganisation of the Company.MR. W. WALLACE, Administrator of the Royal
Niger Company's territories, is appointed a
C.M.G.COLONEL JOHN HAY, the new American
Ambassador, is expected in London about the
end of April to take up his duties.THE directors of the Eastern Extension, Aus-
tralasia, and China Telegraph Company
(Limited) have elected the Hon. George Peel a
director of the company in place of the late Mr.
George Garden Nicol.It is reported that Imperial sanction has been
granted to a company intending to run small
steamers on the Grand Canal to Paoing and
Tungchow by the Peking. The capital of the
company is said to be £15,000.THREE of the boatsmen of No. 4 Dust Boat were
charged at the Magistracy to-day with throwing
rubbish into the harbour. Inspector Grimble
pressed for the full penalty and a fine of \$30
with the alternative of two months' "hard" was
inflicted.A TELEPHONE has just been placed at the pulpit
of St. Michael's, Chester Square, London, in
order that Canon Fleming's sermons may be
heard by the inmates of the neighbouring
hospitals and by invalid parashioners. Similar
devices have been in use in the United States
for many years.THE news of Fitzsimmons' success in the recent
fight with Corbett for the championship of the
whole world is confirmed by *Sport and Gossip*,
which says:—"So Bob Fitzsimmons, Corleah-
man by birth, in putting James Corbett to sleep
in fourteen rounds, now holds the title of
Champion Boxer of the World."THE brig *Perry Edwards* left San Francisco on
the 26th ult. with a party of 100 men on board,
to seek an island in the South Seas on which to
settle and form a colony. The men, who call
themselves "Altruists," are mechanists and
artisans who declare civilisation a failure as
they found it in the United States.LORD HOPKINSON, as President of the Institu-
tion of Naval Architects, has addressed a letter
to the German Ministers of the Interior and the
Marine, inviting the German friends of the institu-
tion to visit England on the occasion of the
International Congress to be held in celebration
of the 60th anniversary of the Queen's accession.
It is expected that the invitation will be accepted.SENOR PARROTTA, who returned to Lisbon
recently after a long and successful career in
Macao as Chief Secretary to the Government,
left his native land on the 1st April bound for
Macao, having been re-appointed to his old
office. He brings with him the insignia of the
Order conferred on Captain Craig by H.M. the
King of Portugal.The Tientsin correspondent of the *Mercury*
reports that "all the Consulates at Tientsin
were decorated with bunting on the anniversary
of the birthday of Emperor William I. of Ger-
many. Dr. Ewald, the German Consul, deliv-
ered a very stirring speech in the morning, and
in the evening entertained a very large party at
dinner at the Club Concordia."THE final of the Inter-Company Rugby match
between D. & H. Co. W.V., for the West
York's Residential Shield, was played at Happy
Valley yesterday afternoon and resulted in a win
for D. & H. by 10 points to 10. The D's
played in fine style, but the H's lack combina-
tion and haven't got so much "go" in them.The final of the Association match between the
same companies takes place at Happy Valley on
Monday afternoon. Kick-off at 4 p.m.DR. K'CH has discovered a process by which
cattle can be rendered immune from rinderpest
by means of a mixture of serum and virulent
rinderpest blood. The treatment produces
active immunity within a fortnight. Dr. Koch
is now making further researches with the view
of discovering whether immunity can be
obtained in a still shorter period. He is con-
vinced that rinderpest can be eradicated within
a short time and with little difficulty by these
methods.FIVE Austrian cruisers *Kaiser Franz Josef I.*
arrived to-day, from Europe, via ports, with
Baron Calkens, the Austrian Ambassador to
China, on board. On arrival she was saluted by
L.M.S. *Alacrity* and the U.S.S. *Olympia* and
the compliment was promptly returned. The
Kaiser is a fine serviceable-looking type
of cruiser of 4,000 tons and has an armament of
5 guns. She mounts two 24 c.m., 27-ton guns
one and aft and her broadside battery consists
of three 15 c.m. guns.We received a note from Bandmaster Bentley,
Y.Y.R., this morning informing us that "owing
to a protest from the Church in Hongkong the
band will give no further performances on Sun-
days." The Band usually plays for an hour on the
suburb, between 12.30 and 1.30, and that the
opportunity to hear the excellent music by the
West Yorks' "crack" musicians was not wholly
unappreciated was evidenced by the large
number of people who gathered in Garden Road
and outside Murray Barracks every Sunday after-
noon.THE Surprise Party attracted another large
audience at the Theatre Royal last night, when
the programmes of the previous evening were repeated
and every item was enthusiastically applauded.
Mr. Hudson and the Gowlays were as amusing
as ever and the other members of the company,
in song, dance and speciality, acquitted them-
selves in a manner that gave the utmost pleasure.This evening yet another change of programme
will be made and it seems as if the Company's
reputations is inexhaustible.THE fall of Imus is referred to in Messrs Warner,
Barnes & Co.'s Weekly Circular, dated Manila,
29th March, as follows:—"Imus, the principal
fortification and headquarters of the insurgents,
was taken on Thursday, the 28th, by the
Spanish troops after a determined resistance.
The capture was made by assault after 45 hours'
bombardment. The following day the Captain-
General had published in the *Manila Gazette*
the offer of a free pardon to all leaders and men
who should surrender with their arms before the
15th April; it is believed there is now a good
prospect of an early peace."DR. SUN YAT SEN, author of "Kidnapped in
London," and Dr. James Cantile were to give a
lecture on "Things Chinese," illustrated by
 lantern slides and Chinese curios, on the 11th
ultimo, at St. Martin's Town Hall, London; the
proceeds to be devoted to the Special Fund of
£100,000 now being raised in aid of Charing
Cross Hospital.REFERRING to the departure from the East of
another old China hand, "Daybreak," in
Sport and Gossip, writes:—"In the departure for
home of Mr. C. J. Holliday, who left Hong-
kong for the East on the 28th of October, 1896,
Shanghai has lost one who during twenty-seven
years on and off has certainly left his mark on
the pages of Shanghai history. For some few
years we knew him as Major of the Volunteers,
in which he took a very keen interest indeed;
he will also be remembered for having some
years ago reorganised the Police force, and in
the annals of the Lyceum Theatre as Stage
Manager he holds an unbroken record. That
long life and happiness may attend Mr. Holliday
in the old country is the sincere wish of all here.A CHINESEMAN named Lam Kan attempted to
commit suicide last night, but was prevented by
Inspector Mann. It appears that the Inspector
was sleeping in his quarters at No. 2 Station
(East Point) when he was awakened by
cries for help. He immediately ran down to
the beach and saw a man struggling in the
water. The Inspector bravely plunged in and
was only just in time to save the unhappy man
from drowning. The man was in a delirious
state when taken from the water, and on being
brought up at the Magistracy this morning he
was discharged and sent to the hospital. It is
said that he is destitute and somewhat demented.
Captain Hastings commended Inspector Mann
for his gallant rescue and ordered the case to be
referred to the Capt. Superintendent of Police
for the Inspector's conduct to be noted and
reported.THE usual spring "shifts" of Customs officials
seems to be more extensive than formerly, possibly
owing to the extra number of officers required
for the ports to be opened on the 4th June on the
West River. We hear that one of the most
experienced and able members of the Customs
Service, Mr. E. B. Drew, who discharged the
duties of Chief of the Statistical Department
in a most satisfactory manner a few years
ago, is to relieve Mr. R. E. Bredon, who has
resigned, at Canton. He is expected here from
Europe by the next German mail on the 7th
instant. Mr. Gilmair has arrived from Amoy and
proceeded to Canton as Deputy Commissioner.
Captain Gower has been appointed Deputy
Commissioner in charge of the Out-door Staff
at Canton, relieving Mr. Ifland, who has
been granted leave of absence. Mr. Andrews,
from the Shanghai office, arrived here yesterday
and he, too, assumes duty at Canton in a few
days.A VERY pleasant entertainment and tea-meeting
was given in Union Church Hall last night by
the Christian Endeavour Society, to bid farewell
to friends who are leaving the fleet on the China
Station for home. The hall was prettily
decorated with flags and ferns. After ample
justice had been done to the good things with
which the tables were covered the following
programme was carried out under the presidency
of the Rev. G. J. Williams, who made a short
and effective speech full of good advice to
those who are leaving. The first part of the
programme was as follows:—Opening Chorus.—"Relieve in the Lord." The Choir.
Recitation.—"The bridge over the river." Mr. Bailey.
Solos.—"The Distant Army." Mr. Gilmair.
Recitation.—"The Distant Army." Mr. Gilmair.
Solos.—"The Distant Army." Mr. Gilmair.Mrs. Williams was then presented with a
handsome album, from the members of the crew
of the *Cristoforo Colombo* who attended the service at
the Union Church. The following items were
then given:—Solos.—"Side by side to the better Land." Mrs. Brown.
Address.—"The Distant Army." Mr. Fild.
Solos.—"The Distant Army." Mr. Fild.
Recitation.—"The Distant Army." Mr. Fild.Several speeches by Messrs Ramsay and
Elliot and others followed and then the meeting
dispersed, all having evidently passed an even-
ing in the Kirk that will not soon be forgotten.THE final memorandum on the cotton crop of the
Bombay Presidency for the season of 1896-97,
with information generally up to 31st March
states that the total area under cotton, 50, 5th
lakhs acres, is 73 per cent. below that of last
year and 103 per cent. below the average of the
preceding five years. The decrease, as already
reported, is most marked in Biljapore and the
western parts of Bagdad and Dhawar, where
rain for sowing was practically absent, and
large tracts of land remained uncultivated.Deficiency of the later rains after curtailed
areas in parts of Gujarat. The season has
been fairly good in Gujerat and Sind. But the
drought that has prevailed more or less since the
middle of August has seriously affected the
crops in the rest of the Presidency. The
total output is estimated at 71 lakhs of
scales on about 81 per cent. of last year's and
the average of the preceding five years. The
output was 68 per cent. of the total yield,
and the rest of the Gujarat 24 per cent. The
remainder 18 per cent. is divided between the
districts of the Deccan, Kanarath, and Sind.
Nearly 65 per cent. of the total yield is, accord-
ing to the *Times of India*, credited to Dholar,
13 per cent. to Broach, 7 per cent. to Khandesh,
57 per cent. to Sind, 34 per cent. to Kanarath,
7 per cent. to Sawan-dharwar, and 24 per cent.
to Band and Nagar.It is reported that the Secretary of the United
States Navy is in favour of supplying to the fleet
in way-time with what has been styled an "am-
bulance ship" to succour the wounded and down-
ing during engagements at sea. On the strength
of this report it has been suggested that our own
Admiralty would do well to look into the matter.
It will probably be a surprise to those who have
made this suggestion to learn that every prepa-
ration has been made by our naval authorities
to send suitable vessels to sea for the purpose
and at very short notice. We need only point
to the case of the *Malacca* as evidence of the
complete organisation which already exists in
connection with this matter. Nor is there any-
thing new either in the suggestion or the prac-
tice. Our fleets in older times were accompanied
by hospital ships and doubtless they will be
again. At all events, there is no reason to
suppose that because foreigners have not done
so therefore we shall omit such an obviously
useful and humane precaution. But too much
must not be expected from "the ambulance ship."It is quite a mistake to suppose, for instance,
that because 400 men were drowned at the battle
of Lissa that any considerable number could
have been saved on that occasion. By the pre-
sence of such a vessel. Now is it very clear how,
when at the battle of the Yalu fifty men were
wounded on board the flagship, they could have
been transferred during the fight for treatment
to a hospital ship. The value of such a ship
will be rather in connection with the care of sick
before an action and with the treatment of
wounded afterwards. More than this it would
be foolish to expect—*Army and Navy Gazette*.A FIRE broke out in a family house No. 125,
Queen's Road, shortly after 12 o'clock last night.
The Brigade attended in prompt style and had
the flames subdued before the place was seriously
damaged. The scene of the outbreak was a
storeroom on the first floor and a number of
chairs, &c., were injured to the extent of about
\$200. There was no lamp or fire kept in the
room, but the fire of a large cooking furnace
passed through it, which may have caused the
ignition. No other reason is known to account
for the fire. The premises are tenanted by the
South British and Mercantile Companies for
\$4,850.THE case Chan Hung v. the Yau Lee Steam
Launch Co. in the Summary Jurisdiction of the
Supreme Court, before his Lordship Justice T.
Sercombe Smith, came to a close to-day. Mr.
J. Hastings (for defendants) addressed the Bench
saying that the expenses at Saigon were due to
the neglect of plaintiff and he denied that the
statement, as to a agreement made by plaintiff,
had been proved. Mr. Bowley, for plaintiff, also
addressed the Court, claiming that the money
used for was lawfully expended by plaintiff and
that his agreement as to terms was a correct one.
His Lordship, in a long and detailed summing up,
said he had found that defendant's memory was
very treacherous, while there was a difference
in the evidence of his witnesses. Plaintiff had
consistently told his story and the charges made
were only reasonable ones. He could not see
that the arrest of the launch at Saigon was due
to any fault of plaintiff and he considered his
statement regarding the terms of agreement as
payment a correct and satisfactory one. He
gave judgment for plaintiff for \$64,100, the
original amount claimed being \$650, a counter-
claim No. 313 was dismissed with costs.

COMMENTING on the recent proclamations

CHINESE RAILWAY AFFAIRS.

SHENG'S SUSPICIONS OF THE YAN KWAI.

We have obtained a translation of Sheng Tsai's memorial to the Throne on railways. It was dated by some of our northern contemporaries recently that Sheng in his memorial exhibited bitter animosity towards foreigners and it would seem from this translation of the document that the suspicion was well founded. The portion of the memorial, which we hope to give in full next week, bearing directly on foreigners and Sheng's erroneous opinion of them, reads as follows:—

"It may be suggested that sufficient capital could easily be had if foreigners also became shareholders in the company. If, however, foreigners become shareholders the entire control of the business will fall into their hands. The primary purpose of this road is to be the transport of troops. In case of an emergency the foreign members of the company will stand apart and will not permit the shipment of soldiers and provisions, and the very purpose of the road will be defeated. It is further to be feared that this plan will give foreigners pretext to demand for each country some share in the advantages, and they will strive with one another in their demands until the construction of the road will be suspended by them. To that country to which the road belongs to-day, to that country will the land belong to-morrow. Herein lies the danger of foreigners becoming joint stockholders in the company.

"If the proposal is made that by a foreign loan trouble would be saved and efficiency increased, it is to be pointed out that the Government has already hypothecated the Customs revenue to secure its loans. Hence have the foreigners flocked here like ducks. But if the railroad company under its own name makes a loan to be repaid by itself as a purely commercial transaction the road is the only security to offer. Before the completion of the road there will be no guarantee for the principal and interest of this loan, and as foreigners will not lend without security it will be necessary for the Government to endorse the loan, guaranteeing the payment of principal and interest. This is the difficulty of making a foreign loan."

Comment on such ill-considered strictures would be superfluous.

AMERICA'S MILLIONS LACKING.

We note that the Tientsin correspondent of the *Shanghai Mercury*, writing ten days ago, says that Sheng has failed to procure the 2,000,000 which was to come from America. He has been informed by the Board of Revenue that its contribution of 10,000,000 will accordingly not be furnished, so that it seems as though the lines will not be built by American capital after all.

A SPLIT IN THE CAMP.

His protégé Wong Kien Juan has discovered that all is not so rosy as it seemed and he has petitioned Viceroy Wang Wen Shao to be allowed to retire from the whole railway business. Chang Tsen-chee, who has not been a month on the Board, does not seem to like it with Mr. Kien Juan, so it is on the cards that Yao-tai Wu Tiao Ching and Chang Yen Moh,

will take charge of the Railway directorship. The correspondent adds it is common knowledge that since 1895 Mr. Deiring has been wanting to get the foreign directorship, and it is rumored that he is backed up by Sir Robert Hart.

SUSPECTED POISONING CASE.

At the Magistracy yesterday afternoon the inquest on the woman Leung Yau Kim, who died at No. 203 Queen's Road East on the 26th ultimo, was resumed. Inspector Mann, No. 2 Station, had charge of the case for the police.

Dr. Stedman deposed to having seen the deceased two hours before she died. He had made an autopsy of the body and from the symptoms he believed she had died from stramonium poisoning. The vicere had been sent to the Government Analyst.

A sister of deceased gave evidence that she had been ailing with a cold for some time past. Dr. Kwok prescribed for her and she became feverish, and short of breath, and Dr. Stedman was called in. The deceased lived on good terms with the man who kept her and with her neighbors. She was unable to retain food and only took tea after taking the medicine of Dr. Kwok; witness took tea from the same pot. Deceased had a similar illness when at Canton, where a Chinese doctor attended her. Dr. Stedman was sent for as deceased had said she wished a European doctor to see her. The medicine prescribed about 3 to 4 to 5 weight. It came from the shop in dry state and had to be boiled in water. It was the only medicine she took until Dr. Stedman came. The deceased was housekeeper for a European who worked on board ship, and had been living with him for several years. She was 23 years of age. Before, when the deceased was first sick, Dr. Tenny Cheng Lau prescribed for deceased for a cold and fever. The medicine did her no good, and on the 20th Dr. Kwok was sent for. At first the medicine relieved her and then she became worse. Deceased had no quarrel with any Chinese doctor or woman.

Kwok Cheuk Nam, a Chinese doctor living at 211 Queen's Road East, stated that he was 34 years of age and had been practicing as a doctor for eleven years, previous to which he had been learning medicine with his father. He was called to 203, Queen's Road, on the 26th ult., when he prescribed for a woman. She had no little blood. She was weak, had fever and felt cold. There was also shortness of breath and she could not rest easily. Witness saw at once that the woman was dangerously ill, and told her friends they would have to be very careful with her. Deceased asked was there anything to fear and he replied that, judging by her pulse, there was. The prescription produced was the one he gave. Two and three quarts of water, each of three quarts of a pint, should have been used with the mixture and boiled down to half a pint. It was to be taken hot and in frequent small draughts. Witness had not been examined in medicine, his father giving him a diploma. Witness's father was dead but he did not attend him in his illness. It is his opinion that if the chemist made an increase in any of the ingredients prescribed by him, it would not cause death, but if it were substituted for 3 candarins of *Kwai Kai*, the patient would probably die from its effect.

Ng Hing, the chemist who made up the prescription, said that he was sure he gave the right composition, without making any additions to the prescription.

The inquest was then adjourned till 10 a.m. on Friday, the 6th inst.

LATEST NEWS FROM THE NORTH.

SHANGHAI, March 30th.

A telegram has been received from Tientsin by the local mandarin to the effect that H. E. Chang Yli-huan, Special Ambassador to England, will not be able to arrive here before the end of this week. There was a delay of some sort at Peking.

According to a Tientsin despatch the officer sent by the Viceroy Wang to make a report on Kiaochow, South Shantung, which is intended to be the future great naval station of China, is an expectant Tsoai named Wang Jen-pao, head of the Conservation Bureau of the Peking river. Wang Tsoai will avail himself of the assistance of a couple of German officers in the Chinese service when he visits Kiaochow, second time, his present visit having connection more with investigating the local resources and condition of the place rather than to examine the strategic points of the harbour and bay of that name.

The Viceroy Chang, of Wu-chang, and Governor Tan, of Hephah, have recently issued a proclamation notifying the people of Hephah province that the Emperor has ordered the building of a railway between Peking and Hankow "for the benefit of the Government and the people of the country." The proclamation further prohibits owners of land through which the railway will have to pass from raising the price of their property, and states that "it is the rule in foreign countries for railway companies to buy any land they wish along the route of the railway irrespective of the wishes of the owners thereof, but, of course, always at a fair valuation at current rates." The railways in North China have followed this rule and the new railway will do so. It is a fact worthy of note that these officials now-days always use the words "it is a rule in foreign countries" whenever they wish to justify any new action which the masses never expected.

A SMALL VESSEL WITH A BIG HISTORY.

A GLIMPSE INTO THE PAST OF THE "SANTA CRUZ."

The little schooner of the above name that was recently to be seen lying off the coast and weather-beaten front of Wanchai ready to start upon a distant voyage amongst the islands of the Caroline Archipelago has rather a strange past. The adventurous and enterprising owner and captain picked her up some years ago upon one of his Sydney trips, sighting her out unexpectedly as a fast sailer and a good sea-boat for trading purposes in Micronesian waters. The Australian owners seem to have regarded her as an unlucky vessel in consequence of the melancholy circumstances attending one memorable trip to the islands. She was built by public subscription on the Thames at the time of a great wave of public interest and sympathy with foreign missions and their labours. The name of the *Southern Cross* was given her, and she was despatched to the head-quarters of the London Mission at Sydney, for the purpose of making long missionary voyages in Australian and Pacific waters under the control and direction of that noble Christian gentleman, the late Bishop of New South Wales. Now, by chance or ill-luck, it so happened that lying in Auckland Harbour (No. 2) there was a vessel, the very counterpart of the *Southern Cross*, at which port Bishop Patterson's work, its objects and its results, were well known.

Certainly, it appears, took it into their heads that it would be a fine thing to impregnate the good Bishop, pass off their vessel as his and so reap a plentiful harvest of presents and voluntary contributions amongst the islands and do a stroke of trading at the same time, ending up with a laugh at the expense of the native dopes and their teachers and pastors. So the vessel embarked on their venture, which succeeded beyond all expectations, and indeed in a manner which they could hardly have foreseen. For they reached the island of Santa Cruz, in the heart of Melanesia, inhabited by a fierce race of savages unused to the ways of the white man, knowing little of strangers and their dealings save what the good folk of the Mission Station had taught them. The adventurers made free with the gifts and presents which the poor simple blacks brought on board, and finally set sail from the harbour with a cargo of native produce unpaid for. When by-and-by the real Bishop arrived, all unconscious of the cruel deception and wrong put upon his converts, he was led into an ambush, set upon and murdered without pity and mercy. The usual custom was raised against savagery and cannibalism; and it was long before the truth came out, and even now the facts of the case may be new to some. The perpetrators of this cruel practical joke or really business transaction, as the reader presumes, destined to carry such far-reaching consequences, were never discovered, though perhaps immediate impunity might be the worst thing that could befall them. It is precisely such *mean whites* as these who for a good many years past have made it so impossible to establish cordial and trusting relations with natives in these waters.

Fortunately now a new order of traders is springing up, and one by one the barriers, raised so long by cupidity, between savage man and his white brother are being steadily broken down. But confidences and mutual good-will cannot be for a long time yet. For savages are revengeful, and as a certain close observer of savage life has well remarked, "These natives do not reason, or rather do not discriminate. An eye for an eye, and a tooth for a tooth is their law, but it is immaterial to them whether the eye or the tooth is to be forfeited belong to the person who has caused their ire, or to some totally different person of the same colour."

Thus befell the death of a noble pioneer of civilization at the hands of folk he had never harmed, one amongst numberless tragedies enacted in Southern Seas.

On the return to port of the unlucky vessel in which the good Bishop had taken so many voyages, the owners, with the passionate sting of superstition fancy to those conversant with sailors' ideas, changed her name to that of *Santa Cruz* and sent her up to Sydney again.

After sundry coasting voyages, the eagle eye of the present owner picked her out as she lay in the dock and marked her for his own. Thus she fell into new hands, to pass through as strange scenes and nights and as was ever her lot amongst the scattered reefs and hidden dangers of the green islands of Melanesia. May her fortunes be worthy of her name under charge of that good Catholic and staunch navigator, in telling her fresh voyages amongst the coral lands of far-away Micronesia, himself as true a Pacific Island Ulysses as ever boldly addressed to a mind crew of many nationalities such charge as this:—

O fortis pelagus parit
Mecum tripes vult;

Cras ingens iter abhinc agitur.

Considerate and asked to push, my pen will write this by the morning light, and so will be the night.

F. W. CHICKMAN.

SPORTING NOTES.

THE VARSITY BOAT RACE.

The following are the crews that, according to latest advices from England, fought for victory in this classic event on the Thames to-day:—

Oxford.
A. Whitworth (New College).....11 34
G. O. Edwards (New College).....12 0
C. K. Phillips (New College).....12 0
C. D. Burnell (Magdalen).....12 12
E. R. Blunden (University).....13 0
R. Carr (Magdalen).....12 12
W. E. Crum (New College).....12 0
H. Gold (Magdalen).....11 10
H. R. Pechell (Barrington) (cox).....8 7

Cambridge.
D. E. Campbell-Muir (Trinity Hall) (cox).....11 64
A. S. Bell (Trinity Hall).....12 12
J. D. Taylor (Calis).....12 12
B. H. Howell (Trinity Hall).....12 12
D. Pennington (Calis Trinity).....12 13
W. D. Dudley Ward (Trinity Hall).....12 9
W. J. Fernie (Trinity Hall) (stroke).....8 5
E. C. Hawkins (Calis) (cox).....8 5

Including last year's win, Oxford has now won 30 and Cambridge 22 races, the 1877 contest being a dead heat.

The first race between the Universities was rowed at Henley in 1837; the next in 1856.

The result of to-day's race will be published in our next issue.

THE GYMKNAMA.

Training for the Gymknama to be held on Saturday next is going on apace. Morrison, Polo, Gleniffer, Arthurville and Tootia and lots of other good cattle are being prepared for the fray. It will be considerably predicted that the forthcoming little meeting will be productive of much amusement and capital sport for the entries are reported to be well up to the average and include some of the ponies that played a very prominent part in the February race-meeting. Morrison is going well and should make things hot for anything he meets in the 8 mile sprint, while Gleniffer's record is alone sufficient to justify a good deal of confidence being reposed in him. He is going well at present and so is Arthurville, a thoroughly game racer who was not "fit" at the late race-meeting and consequently came out nowhere. He will go for the Gymknama Cup (1 mile) weight for (horses) and if in charge of a skilful pilot should make a tall bid for first place.

There are six events down on the pro. and these include the Half Mile, Six Furlongs, Polo Scour (1 mile), Hurdle Race, and the Gymknama Cup. The latter, in which a good deal of interest will be taken, is to be the last race of the day and it is therefore to be hoped that the Stewards will start all the other races sharp on time, for it is most unpleasant to have a mile race run in semi-darkness.

TIEN TSIEN SPRING MEETING.

I have received a copy of the programme of the Tientsin Spring Meeting, to be held on the 17th, 18th and 19th May. There are in all 21 events and the arrangement of the pro. the valuable prizes offered, and the fact that northern "sports" have the best cattle in China close at hand to pick from should lead to three days' excellent sport. It is rumored that two of the principals in training are regular flyers over 1 mile, and perhaps it might pay aspirants for Hongkong Derby, to keep themselves posted on the Tientsin tracks.

IN RE RACE LOTTERIES.

The following rule has been added to the Rules and Regulations of the Tientsin Race Club:—

The Stewards shall have the right of calling upon any member for payment of his engagements on the meeting following the Lotteries, and, failing payment within a reasonable time, the pony or ponies may be put up for sale again, and the Lottery adjusted accordingly, the original buyer being held responsible for any deficiency.

TRAINING FOR THE SHANGHAI RACES.

In *Sport and Gossip* of the 28th March "Daybreak" writes as follows:—The training for the races that commence on the 3rd May:—

Water, water everywhere—and a great deal of mud mixed with it still no sign of improvement in the weather and the entries close on Saturday next (3rd April). During the week the grass course has been closed, though half of it might have been opened, especially in the early part of the week, and considering that the inside course has been simply dangerous. The *Slowest Road*, however, has been good going and a great deal of work has been done on it. To give any details as to what has been doing, regarding time is positively impossible; therefore I can only quote those that I have noticed who are evidently intended to face the stiffer if all goes well. Of the old ponies I may mention, Black and White, Slender, Sans Doubs, Lankar, Destroyer, Vaquero, Invader, Eolus, Eros, Comet, Mayberry, Surprise, Playmate, Ravellon, Blakbonny, Black Velvet, Boomerang (late Benares), Promoter, Kenneth, Zenith, Cleve, Viqueque, Heathen, Meritina, Pineapple, Conqueror, Realisation, Ariel, Eclipse, Freedom, Tristan, Blackberry, Merit, Proteus, Black Chit, Black Skipper, The Broker, Diabolito, Holstomer, Splish, Rollet, The Slink, Chilo, Samster, and Works. Of the Sabs, the ones I like most are owned by Messrs. Caldecott, Pirie, Berkell, Lyall, Tomlin, Toog and Barff, The Yarmark Brothers, Mcintosh, Platt and Wrightson, Charley, Fock, and Sampson. And of the other griffins who are to make a bid for the classic points of the following stables: Mr. John W. L. Linton's, Mr. John Gilpin's, Mr. John P. L. Babo's, Mr. Fock's, Mr. Toog's, Mr. Meyerling's, Mr. Duplex's, Mr. Common's, Mr. Hampton's, Mr. Edmund's, and Mr. Mustard's.

Velasquez was scratched in the annals.

THE STARTING GATE.

The immense advantage of such a method of starting is of course that it absolutely does away with the mauling and knocking about which horses get at the post under our system. There can be no false starts, and what does not start in the way of horses? I make no doubt that the starting machine has much to do with the very equitable temperament which characterises Australian horses. Then, again, there can be no long delays at the post, for every jockey can come up into line with perfect confidence, knowing that the others cannot get off until the barrier is raised. Thus we should not have the patience of spectators so sorely tried as it often is under our old system, and no well-backed "good thing" would get left at the post. For races like the Stewards' Cup at Goodwood, the desirability of a machine start is from every point of view obvious. At least, I should have thought so, were not the same opposition to improvement a factor to be considered.

That before many years we shall have the starting machine in Shanghai, provided we keep pace with the times, I firmly believe, but like a good many innovations that have taken place of late years in the racing world here, and that

now we wonder how we did without before, it will have to run the gamut of the opposition, and even when it becomes generally used for horses elsewhere the cry will be against it for China ponies, but 'no false starts and no delays at the post' must carry the day eventually.

EARLY RIDE.

P.S.—I hear Aspirant, who was sent north to try his luck in the Shanghai Derby, is lame; but Red Fish is doing well and his prospects are good.

Hongkong, 3rd April, 1897.

THE DIAMOND JUBILEE MEMORIAL.

We were compelled yesterday through lack of space to withhold over the following suggestion for a permanent memorial:—

MAJOR-GENERAL BLACK'S PROPOSAL.

Major-General Black writes as follows:—

Hongkong, 31st March, 1897.
Sir,—Agreeably to your request for suggestions for commemorating in some permanent way the anniversary of Her Majesty's 60th year of reign, I beg leave to suggest the construction of a road from Wanchai to Wongnicksong Gap across the pathless bulk of Mount Cameron and Mount Nicholson, to be called "The Queen's Link."

I need hardly press the appropriateness of a road to mark a great occasion; roads are the precursors of progress and civilization; they distinguish a rising from a barbarous state the "Roman Way" and "Watling Street" remain to this day in Great Britain, and the roads by which the Imperial Legions marched through Italy, Gaul, and Spain still serve as means of communication.

The reasons in favour of this road are:—
1st.—It would be for recreation and health are one of the great wants in this island. Macao shames us in this respect. This one new road would open a great tract at present pathless, and immensely increase the range of recreation from the Peak, the inhabitants of which, yearly growing in number, are now painfully restricted.

2nd.—The building of the road is now fully taken up by the "Queen's Link" would give access to many sites, notably on the great open running southward from Mount Cameron.

3rd.—It would greatly increase the mobility and therefore the defensive power of the peninsula. Held together on its ridge, troops could wait until the enemy had landed and the real landing place decided, when they could at once move East or West to the valley leading therefrom. It would be out of place to describe this matter here more in detail, but a little consideration will make clear its bearing on the defence.

It is appropriate that the road should be made by the colony, because it is through their choice and therefore the defensive power of the peninsula. Held together on its ridge, troops could wait until the enemy had landed and the real landing place decided, when they could at once move East or West to the valley leading therefrom. It would be out of place to describe this matter here more in detail, but a little consideration will make clear its bearing on the defence.

4th.—The "Queen's Link" could be begun and completed in the space of a year at a cost not exceeding \$50,000.—I am, yours truly,

W. BLACK.

BLACKMAN'S COFFEE HOUSE.

In support of the purchase of enlarged premises to replace the present Seamen's Coffee House, Messrs. A. H. (Clapham), A. P. (Ewen), Edward Osborne, and W. B. Allen (Secretary) write as follows:—The need of enlarged premises to replace the present Seamen's Coffee House in Queen's Road West has long been felt, and both the late and present chaplains have endeavoured to raise a fund for the purpose. The great difficulty in the way of this project hitherto has been to obtain a suitable building on reasonable terms. It is imperative that as a national institution in order to attract the attention of seamen as a place of resort, but the rent of a house if obtainable in this part of the town of sufficient size to meet all requirements would be practically prohibitive if the Coffee House was to continue to be self-supporting. It has, however, been ascertained that a building (at present a native tea house) possessing ample accommodation and in a very convenient situation in Queen's Road could be acquired for purchase. The proprietor asks between \$20,000 and \$25,000 for the house and declines to lease. We feel that to have a house could not possibly be regarded by individual effort, and that, falling substantial support from other sources, there would be no alternative but to continue the present cramped and inadequate quarters, for which a high and increasing rent is being paid. We have therefore to commend this subject to the favourable consideration of the Seamen's Committee as being very worthy of their support, realising as we do the dependence of the colony on the naval and mercantile marine, and consequently the fitting character of an Institution for the benefit of seamen as a Memorial of Her Majesty's reign.

THE ROAD ROUND THE ISLAND.

Mr. A. Denison supports the scheme for a road round the island. He points out that the cost would not, as was generally thought, amount to over a million dollars. He says that for a total expenditure of \$75,000 a continuous road, fairly level, would be obtained of a total length of 22 miles, or, say, from the Queen's Statue to Tysack, 11 miles. He puts down \$60,000 as the cost of the portion of the road from Kennedy Road to the junction with the present Aberdeen Road, and \$15,000 for improving the existing road beyond that point.

ENLARGEMENT OF THE SAILORS' HOME.

The Board of Management of the Sailors' Home (Messrs. H. L. Dalrymple, A. McCosmo, J. J. Bell-Irving, B. L. Bathurst, H. A. Ritchie, C. S. Sharp, and Alex. Ross) propose that the Sailors' Home be enlarged. In the course of their remarks on the subject they say:—

The Hong-kong Sailors' Home was originally built in 1867 for the benefit of the European sailors of the mercantile marine frequenting the port. The cost was defrayed by public subscription, the Government having granted a nominal rental. For several years past the Institution has been self-supporting. The ever-increasing importance of Hong-kong as a shipping centre causes demands on the accommodation of the Home which the present buildings are unable to provide, and it is therefore proposed to increase the accommodation by adding another story to the present building or in some other way. The cost is estimated to be \$10,000 to \$15,000. The whole capital of the Home amounts to \$10,000. We suggest that a grant from the "Diamond Jubilee" Funds towards the addition of "Queen's story" or "Queen's" wing, would be a fitting commemoration of the growth of Hong-kong as a shipping port of the Empire during 60 years of Her Majesty's reign.

QUEENSLAND AND THE REVISED ANGO-JAPANESE TREATY.

The Colony of Queensland has availed itself of its right to establish commercial relations with Japan on the basis of the Revised Treaty with Great Britain. The following is the text of the document relating to this subject:—

Whereas, Queensland, a Colony of Her Britannic Majesty, has acceded to the Treaty of Commerce and Navigation between Japan and Great Britain signed at London on the 16th day of the 10th month of the year of Meiji, in accordance with the provisions of Art. XXII. thereof;

And whereas, the Imperial Japanese Ministry of State for Foreign Affairs and Her Britannic Majesty's Secretary of State for Foreign Affairs, have agreed that the stipulations contained in the first and third Articles of the above-mentioned Treaty, shall not in any way affect the laws, regulations, and restrictions, with regard to trade, the immigration of labourers and artisans, police and public security, which are in force or may hereafter be enacted in Japan or in the said Colony of Queensland;

That the said Treaty shall come into effect as between Japan and the said Colony of Queensland as from the date of the signature of the said Treaty;

And whereas, the undersigned have signed the present Protocol and entered therein their names;

It will be observed that Japan pledges her subjects, visiting, or trading with, Queensland, under the Revised Treaty, to abide by the laws, ordinances, and regulations of the Colony, with regard to trade, the immigration of labourers and artisans, and so forth; the Queensland Government accepting a similar obligation vis-à-vis Japan. In fact, this Empire, so far as we understand its policy, does not seek to raise any difficulties about legislation that its Treaty Powers may deem essential in their own interests, provided only that they reciprocally stipulated similar legislative independence on its part. Doubtless all the Australian Colonies will join the Treaty circle on the same basis.

WUHAIRWEI.

(From our own Correspondent.)

Wuhai, March 22nd.
Fine, milder weather enables the garrison here to put in a good bit of drill, and artillery, cavalry, and infantry may be frequently seen hand at work. Each regiment has its own parade ground, upon which good stiff drill is given (as for) some hard work is done upon the regimental gymnasium; and again there is regular target practice, sometimes an ordinary fixed target, long used, and sometimes the figure of a man being the object aimed at. The latter is carried upon the shoulder of a marker protected by a trench, perambulating a distance of some 20 yards backwards and forwards. A rifle rest provided for those firing in the standing position favoured too much of the nursery.

Last week two

DISTINGUISHED VISITORS came over from Japan, viz., Major Watanabe, and Colonel Yamamoto; the former, it is said, ambassador from the Emperor; the latter sent by General Takashima, Colonial Secretary. On the day of their visit, no soldier was allowed to leave barracks, as the distinguished visitors were expected to visit different regiments.

"NEED IN THE HOME."

Ordinary people would suppose that after the severe thrashing Wuhai received at the hands of the Japs, and, moreover, with some 7,000 soldiers living and several the city, the would not be much anti-foreign feeling left over. Recent events, however, prove the existence of deep-seated antipathy, antipathy not so much to foreigners as such, but rather to the Gospel which we bring. The premises we now occupy being some half-hour from the city, are, in the new condition of things since the war, inconvenient for work, so we rented, on a three years' agreement, a house near the West gate of the city. The *Wuhai* mandarin (Wuhai is in the Wuhai district) is very anti-foreign; knowing this, and doubting as to the fact for protection, a few of the influential men of the place began buying, got together a crowd of some 700 people, and proceeded to show at once their ignorance by destroying windows and doors, and partially wrecking the roof. Just what effect they expected this childish action to produce is not easy to say. The affair is in the hands of H. B. M. Consul, and we have no doubt that they may not destroy property ad lib., even though backed up by such an important personage as a district magistrate.

THE DANGER OF GENERALISING.

The writer of an article in a London magazine quotes a "high authority" as saying:—"In the Kuropena acceptance of the term, laid out with engineering skill of even the meanest description exists from one end of China to the other." It is, to say the least, not wise to make such sweeping statements of a country like China; what is quite correct in one part may be absurd in another. The road between Wuhai and Chefoo is, a good part of the way, a fairly well constructed viaduct; there are in places badly built stone embankments, and good stone bridges with iron girders, or, on the other hand, not a few, not to speak of several smaller affairs, of built of wood and partly of stone.—N. C. Daily News.

SHIPPING AFFAIRS.

THE GROWTH OF BRITISH SHIPPING.

Returns issued by Lloyd's give statistics of the shipping tonnage added to and removed from the register of the United Kingdom in 1896, the balance representing the tonnage added to the very large tonnage constructed, the net result was not so large as might have been expected, a good many vessels having been sold abroad. The number of new steam vessels added to the register was 404, with a tonnage of 762,500 tons, and a few trifling additions from other sources brought up the total to 534 vessels of 780,247 tons. The removals of steam tonnage amounted to 350 vessels of 490,166 tons, of which 173 vessels with a tonnage of 193,378 tons were lost or broken up, 102 vessels of 165,169 tons were sold foreign, and 18 of 27,703 tons transferred to the colonies. The net addition to the steam register was 144 vessels of 286,081 gross tons. On the other hand, the removals of sailing vessels largely exceeded the additions, the latter being 273 small vessels, with a tonnage of only 61,300, while the former amounted to 614 vessels of 199,373 tons, the net loss being 342 vessels of 138,173 tons.

FRANCE PORT DUES ON FOREIGN SHIPPING.

By an article in the Budget the French Government has given satisfaction to the complaints heard from the French and Algerian ports of the prejudice caused to trade by the means of the levies levied on the total tonnage of the vessels entering, even when they landed only a small portion of their cargo or a few passengers. The tax was applied to both French and foreign vessels, but it fell most heavily on the latter when they only make a call in a French or Algerian port, while French vessels arrive at their terminal port. The steamers of some English lines ceased to call at French ports, after an ineffectual attempt to control their liability for the dues on their tonnage. In future the dues will be charged only on the portion of the cargo landed.

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That the said Treaty shall come into effect as between Japan and the said Colony of Queensland as from the date of the signature of the said Treaty;

And whereas, the undersigned have signed the present Protocol and entered therein their names;

It will be observed that Japan pledges her subjects, visiting, or trading with, Queensland, under the Revised Treaty, to abide by the laws, ordinances, and regulations of the Colony, with regard to trade, the immigration of labourers and artisans, and so forth; the Queensland Government accepting a similar obligation vis-à-vis Japan. In fact, this Empire, so far as we understand its policy, does not seek to raise any difficulties about legislation that its Treaty Powers may deem essential in their own interests, provided only that they reciprocally stipulated similar legislative independence on its part. Doubtless all the Australian Colonies will join the Treaty circle on the same basis.

PASSED THE CANAL.

OUTWARD—23rd Feb.—*Tora Maru*, 30th February—*Amey*, *Sophia Richards*, *Tamini*, and *Murch*, *Glasgow*, *Benedict*, *Orestes*, *Trauer*, *Coyne*, 13th March—*Tellico*, 14th March—*Turbo*, 15th March—*Mogul*, *Tahara*, *Tanaka*, 16th March—*Amey*, *Changow*, *Tanaka*, 17th March—*Amey*, *Changow*, *Tanaka*, 18th March—*Amey*, *Changow*, *Tanaka*, 19th March—*Amey*, *Changow*, *Tanaka*, 20th March—*Amey*, *Changow*, *Tanaka*, 21st March—*Amey*, *Changow*, *Tan*

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"KINTUCK" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 3rd April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 3rd April, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th April will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 29th March, 1897. [537]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 8th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 31st March, 1897. [554]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 11th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 12th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st April, 1897. [565]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 16th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 2nd April, 1897. [568]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship "MERIONETHSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 19th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 20th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by SHAW, TOMES & Co., Agents.

Hongkong, 2nd April, 1897. [541]

Intimations.

THE BEST NERVE-TUNER.

"TONINE."

TONINE is prepared of pure *Hemoglobin* extracted from pure animal blood combined with general digestive and nerve tonics. When the blood from any cause, has become impure or impoverished, as shown by pale skin, lips and gums, the results obtained by the use of "TONINE" are certainly remarkable. Two normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

PREPARED ONLY BY AMERICAN DRUG & CHEMICAL CO., NEW YORK.

[18]

WATKINS & CO., Agents.

THE CLUB HOTEL,

5, BUND, YOKOHAMA.

HOTEL METROPOLE,

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English masters in attendance.

The Hotel steam-lantern with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES FOR

MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Hongkong, 30th March, 1897. [54]

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Company's Steamship "ELLEN RICKMERS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 8th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 31st March, 1897. [554]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 11th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 12th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st April, 1897. [565]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 16th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th April will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 2nd April, 1897. [568]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship "MERIONETHSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 19th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on THURSDAY, the 20th April.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th April will be subject to rent.

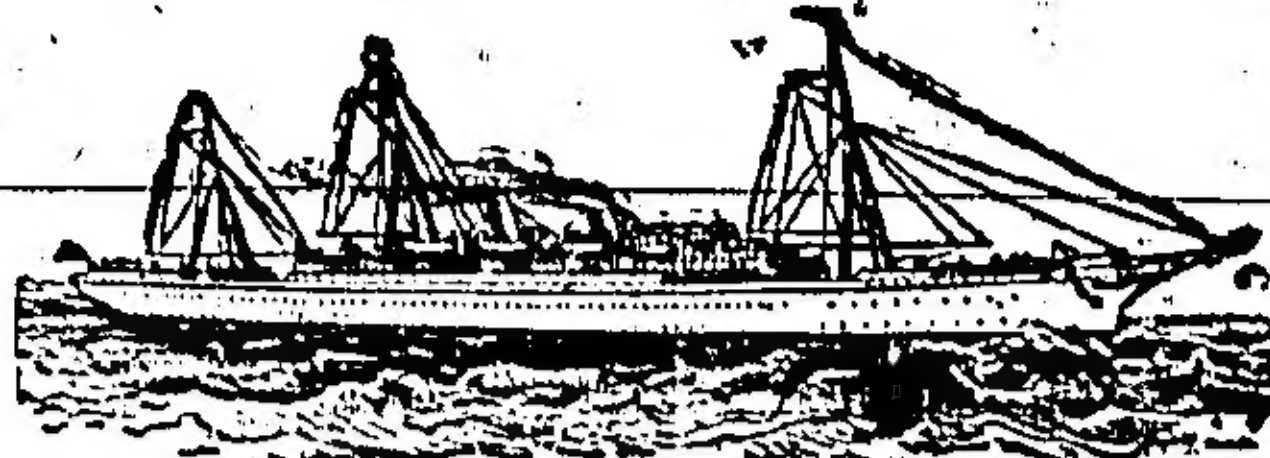
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Bills of Lading will be countersigned by SHAW, TOMES & Co., Agents.

Hongkong, 2nd April, 1897. [541]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th March, 1897.

D. E. BROWN, General Agent, Pedder's Street. [5]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd April, at Noon.

Cosette (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 29th May, at Noon.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 1st April, 1897.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRATA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RABBIT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILLIER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR-SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1897. [56]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 13th April, at Noon.

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 20th May, at Noon.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Hawaii, Tahiti, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 24th March, 1897. [57]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Sole Importers, Hongkong.

Hongkong, 24th March, 1897. [58]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSEM GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "ROSETTA" Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Osama* leaving that Port on the 1st May for London direct.

Silk and Valuable, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 25th March, 1897. [5]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. Doctors and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Olympia 12.50 | Tuesday ... April 9.

Pathan 12.50 | Tuesday ... May 4.

Tacoma 12.50 | Tuesday ... May 25.

Victoria 12.50 | Tuesday ... June 19.

Olympia 12.50 | Tuesday ... July 6.